

REMARKS/ARGUMENTS

In the present application, claims 1-8, 11-25, 27, 34-37, 40, 42-45 and 47 are pending. Claims 1-8, 11-25, 27, 34-37, 40, 42-45 and 47 are rejected. By entry of this amendment, 1-8, 11-25, 27, 34-37, 40, 42-45 and 47 are cancelled, and new claims 48-73 are entered. Support for new claims 48-73 may at least be found at page 12, third paragraph through page 31, second full paragraph of the specification, and in the specification, claims and drawings as originally filed. No new matter has been added as a result of these amendments.

Rejections under 35 U.S.C. §112, first paragraph

The Examiner asserts claims 1-8, 11-25, 27, 34-37, 40, 42-45 and 47 are rejected under 35 U.S.C. §112, first paragraph, as failing to comply with the written description requirement.

The Examiner also asserts claims 1-8, 11-25, 27, 34-37, 40, 42-45 and 47 are rejected under 35 U.S.C. §112, first paragraph, as failing to comply with the enablement requirement.

These rejections against claims 1-8, 11-25, 27, 34-37, 40, 42-45 and 47 is considered moot in light of Applicants' decision to cancel said claims. Upon cursory examination, Applicants' new claims 48-73 do not contain the purportedly rejectable language found in the cancelled claims.

For at least this reason, Applicants believe new claims 48-73 comply with both the written description and enablement requirements.

Rejection under 35 U.S.C. §112, second paragraph

The Examiner also asserts claims 1-8, 11-25, 27, 34-37, 40, 42-45 and 47 are rejected under 35 U.S.C. §112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicant regards as the invention.

This rejection against claims 1-8, 11-25, 27, 34-37, 40, 42-45 and 47 is considered moot in light of Applicants' decision to cancel said claims. Upon cursory examination, Applicants' new claims 48-73 do not contain the purportedly rejectable language found in the cancelled claims.

For at least this reason, Applicants believe new claims 48-73 are definite.

Rejections under 35 U.S.C. §102(e)

The Examiner asserts claims 1-3, 5-7, 11-13, 17, 23, 24, 27, 34-37, 42 and 44 are rejected under 35 U.S.C. §102(e) as being anticipated by Aoki United States Patent Publication No. 2001/0056310.

This rejection against claims 1-8, 11-25, 27, 34-37, 40, 42-45 and 47 is considered moot in light of Applicants' decision to cancel said claims.

With respect to Applicants' new claims 48-73, the Aoki reference fails to teach any claim elements directed to "an unexpected part". The Aoki reference does not contemplate a method or system for maintaining an aircraft engine where the

method or system addresses the discovery of an unexpected part during maintenance operations.

For at least this reason, Applicants' new claims 48-73 are not anticipated by the Aoki reference.

The Examiner asserts claims 2, 14, 20, 21, 37 and 40 are rejected under 35 U.S.C. §102(e) as being anticipated by Madden et al. (U.S.P.N. 6,516,239).

This rejection against claims 2, 14, 20, 21, 37 and 40 is considered moot in light of Applicants' decision to cancel said claims.

With respect to Applicants' new claims 48-73, the Madden reference fails to teach any claim elements directed to "an unexpected part". The Madden reference does not contemplate a method or system for maintaining an aircraft engine where the method or system addresses the discovery of an unexpected part during maintenance operations.

For at least this reason, Applicants' new claims 48-73 are not anticipated by the Madden reference.

Rejections under 35 U.S.C. §103(a)

The Examiner asserts claims 4, 8, 18, 25, 40 and 45 are rejected under 35 U.S.C. §103(a) as being unpatentable over Aoki as applied to claims 2, 7, 12, 17 and 24 above, and further in view of Pappas (U.S.P.N. 6,338,045).

This rejection against claims 4, 8, 18, 25, 40 and 45 is considered moot in light of Applicants' decision to cancel said claims.

With respect to Applicants' new claims 48-73, the Aoki reference fails to teach any claim elements directed to "an unexpected part". The Aoki reference does not contemplate a method or system for maintaining an aircraft engine where the method or system addresses the discovery of an unexpected part during maintenance operations.

The Pappas reference teaches at col. 6, ll. 5-22 what is considered "an approved part" for use in an aircraft and further indicates the system informs a user when a discrepancy is found with a part for the aircraft. Pappas indicates the user must rectify the discrepancy before the aircraft information is stored in the system, that is, the master parts file and maintenance parts file. Pappas fails to teach how the user must rectify the discrepancy, or how such a discrepancy may be rectified, or what may be the best solution for rectifying the discrepancy, or any other specific aspect with respect to learning the discrepancy exists.

In contrast to the teachings of Pappas, Applicants' new claims 48-73 address the discovery of "an unexpected part" with respect to the maintenance of aircraft engines and managing maintenance operations for aircraft engines.

Pappas fails to provide the suggestion or requisite motivation to modify its teachings and teach the recited elements of Applicants' new claims 48-73 that are not taught by the Aoki reference.

For at least these reasons, Applicants' new claims 48-73 are patentable over the combination of Aoki in view of Pappas.

The Examiner asserts claims 15, 16, 19, 43 and 47 are rejected under 35 U.S.C. §103(a) as being unpatentable over Aoki as applied to claims 1, 2, 6, 11 and 12 above, and further in view of Pappas.

This rejection against claims 15, 16, 19, 43 and 47 is considered moot in light of Applicants' decision to cancel said claims.

With respect to Applicants' new claims 48-73, the Aoki reference fails to teach any claim elements directed to "an unexpected part". The Aoki reference does not contemplate a method or system for maintaining an aircraft engine where the method or system addresses the discovery of an unexpected part during maintenance operations.

The Pappas reference teaches at col. 6, ll. 5-22 what is considered "an approved part" for use in an aircraft and further indicates the system informs a user when a discrepancy is found with a part for the aircraft. Pappas indicates the user must rectify the discrepancy before the aircraft information is stored in the system, that is, the master parts file and maintenance parts file. Pappas fails to teach how the user must rectify the discrepancy, or how such a discrepancy may be rectified, or what may be the best solution for rectifying the discrepancy, or any other specific aspect with respect to learning the discrepancy exists.

In contrast to the teachings of Pappas, Applicants' new claims 48-73 address the discovery of "an unexpected part" with respect to the maintenance of aircraft engines and managing maintenance operations for aircraft engines.

Pappas fails to provide the suggestion or requisite motivation to modify its teachings and teach the recited elements of Applicants' new claims 48-73 that are not taught by the Aoki reference.

For at least these reasons, Applicants' new claims 48-73 are patentable over the combination of Aoki in view of Pappas.

The Examiner rejected claims 22 and 43 under 35 U.S.C. §103(a) as being unpatentable over Madden et al. as applied to claims 2 and 14 above, and further in view of Pappas.

This rejection against claims 22 and 43 is considered moot in light of Applicants' decision to cancel said claims.

With respect to Applicants' new claims 48-73, the Madden reference fails to teach any claim elements directed to "an unexpected part". The Madden reference does not contemplate a method or system for maintaining an aircraft engine where the method or system addresses the discovery of an unexpected part during maintenance operations.

The Pappas reference teaches at col. 6, ll. 5-22 what is considered "an approved part" for use in an aircraft and further indicates the system informs a user when a discrepancy is found with a part for the aircraft. Pappas indicates the user must rectify the discrepancy before the aircraft information is

stored in the system, that is, the master parts file and maintenance parts file. Pappas fails to teach how the user must rectify the discrepancy, or how such a discrepancy may be rectified, or what may be the best solution for rectifying the discrepancy, or any other specific aspect with respect to learning the discrepancy exists.

In contrast to the teachings of Pappas, Applicants' new claims 48-73 address the discovery of "an unexpected part" with respect to the maintenance of aircraft engines and managing maintenance operations for aircraft engines.

Pappas fails to provide the suggestion or requisite motivation to modify its teachings and teach the recited elements of Applicants' new claims 48-73 that are not taught by the Madden reference.

For at least these reasons, Applicants' new claims 48-73 are patentable over the combination of Madden in view of Pappas.

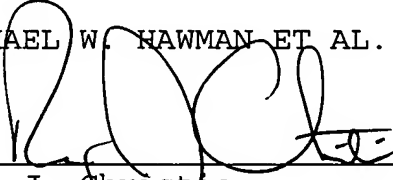
Conclusion

An earnest and thorough attempt has been made by the undersigned to resolve the outstanding issues in this case and place same in condition for allowance. If the Examiner has any questions or feels that a telephone or personal interview would be helpful in resolving any outstanding issues which remain in this application after consideration of this amendment, the Examiner is courteously invited to telephone the undersigned and the same would be gratefully appreciated.

If any additional fees are required in connection with this case, it is respectfully requested that they be charged to Deposit Account No. 21-0279.

Respectfully submitted,

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I hereby certify that this correspondence is being deposited with the United States Postal Service with sufficient postage as first class mail in an envelope addressed to: "Mail Stop RCE, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313" on December 18, 2006.


Ross J. Christie